

Rpt. 9

Date of writing report 29-10-56

Received London

24 NOV 1956

Port DURBAN

No. 7258

Survey held at DURBAN

No. of visits 3

First date 23rd Oct.

Last date 25th Oct., 1956.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 64169 Name M.V. "INVERBANK" Gross tons 5151 Date of build 1924 - 5
Owners Bank Line, Ltd. Managers Andrew Weir Shipping & Trading Co. Ltd. Port of Registry Glasgow
Engines made 1924 By Harland & Wolff, Ltd. Type 4 SA 6 Cyl. B & W
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 1 W.P. 110 lbs
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Repairs
Was Damage Report issued? No Int. Cert. ? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100 Al with freeboard	+LMC CS 4,54
1,56	D.Blr.S. 4,56
ss H.Kg. 4,54	TS CL p 1,53 s 3,54
	sps 4,54
Carrying veg. oil in DTS.	Oil Eng.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides

{ Side
Centre

4 Crankpins & Bearings

{ Side
Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this ship is in safe working order and eligible in my opinion to remain as classed, without special reference to port main engine cylinder top landings.

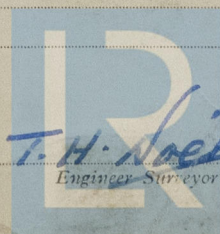
THURSDAY 20 DEC 1956

Date of Committee

Decision

7,56 H.Kg. Subject (Hem)
(With Endent (Hem))
Pnts. 7,56

Noted
for
Header



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Lloyd's Register of Shipping
Engineer-Surveyor to Lloyd's Register of Shipping

Foundation

002923-002-28-0020

9 7258.

32 Essential Independent Pumps (*Identify by position*)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (*Not forming part of hull structure*)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (*Identify by position*)

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

BOILERS OPENED UP & EXAMINED (*Identify by position and state latest date of internal examination of each boiler*)

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (*Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class*)

Please refer to Durban Report No. 7238 dated 16-10-56.

This ship returned to Durban to load cargo and in view of the fact that her stay in port was to be longer than originally anticipated the Owners' Marine Superintendent decided to effect permanent repairs to No. 5 unit of the port main engine.

NOW DONE. The No. 5 cylinder liner top landing machined true, the jacket top landing machined and an 'L' ring fitted.

The above repair has been efficiently carried out and joint found sound and tight under working conditions.

It is submitted that this item now be deleted from the S.R. List and that the parts surveyed for C.S. and reported in Durban Report No. 7238 now be accepted as part LMC CS without qualifications.

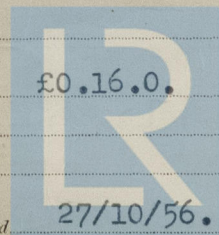
LEAVE THIS SPACE BLANK

Survey fees .. £7.7.0.

Damage fee ..

Expenses .. £0.16.0.

Date when A/c rendered 27/10/56.



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